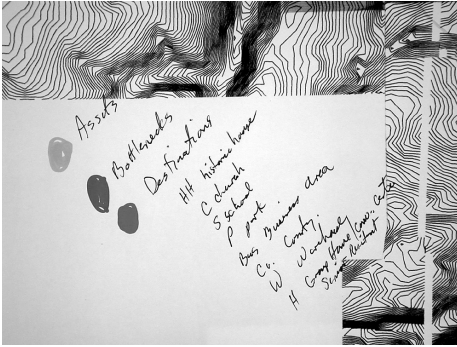


RED TEAM



The red team was concerned with balancing the needs of the agricultural economy while looking out for environmental, cultural, and recreational resources.

COMMUNITY ASSETS

- Fancher Heights
- Race track
- Schools
- Gun club
- Commercial establishments
- County Park on Grand Avenue
- Pangborn Memorial Park
- Industrial parks
- Future cement plant
- Clovis Sites
- Riverfront artifacts
- Batterman Road artifacts
- Valley View Cemetery
- Hamilton Cemetery
- Sewer treatment plant

BOTTLENECKS

- Grant Road
- SR-28 bottlenecks occur during working times and am/pm school bus runs, on Friday after 12pm,
- Badger Mountain Road entrance to Fancher Heights on Saturday & Wednesday nights (race traffic: 7pm–midnight)
- Bridge at SR-2/97 on Friday nights and holidays
- Wenatchee Avenue bottlenecks
- 19th Street between bridges, Oda-bashian to Grant Road
- Addition of lights and turn lanes on Sunset have helped decrease congestion and accidents (in fire department's perspective)

KEY DESTINATIONS

- Eastmont High School
- New junior high school
- Race track
- Pangborn Airport
- Mall area/retail core
- Parks
- Baker Flats Industrial Park

PRIORITY CRITERIA

- Improve safety
- Relieve congestion
- Improve freight mobility
- Uninterrupted corridor
- Residential impacts
- Environmental and cultural impacts

ADDITIONAL CRITERIA

- Less than 6% grade
- Weather variance (snow, ice, fog on bench)
- Businesses impacts
- Cultural impacts



Criteria were evaluated by assigning each with a ranking +, −, or 0. A positive ranking (+) meant that the alignment met the criteria, a neutral rating (0) showed the alignment has no impact based upon that criterion, and a negative rating (−) indicated that the alignment did not meet the criterion.

Bench Routes

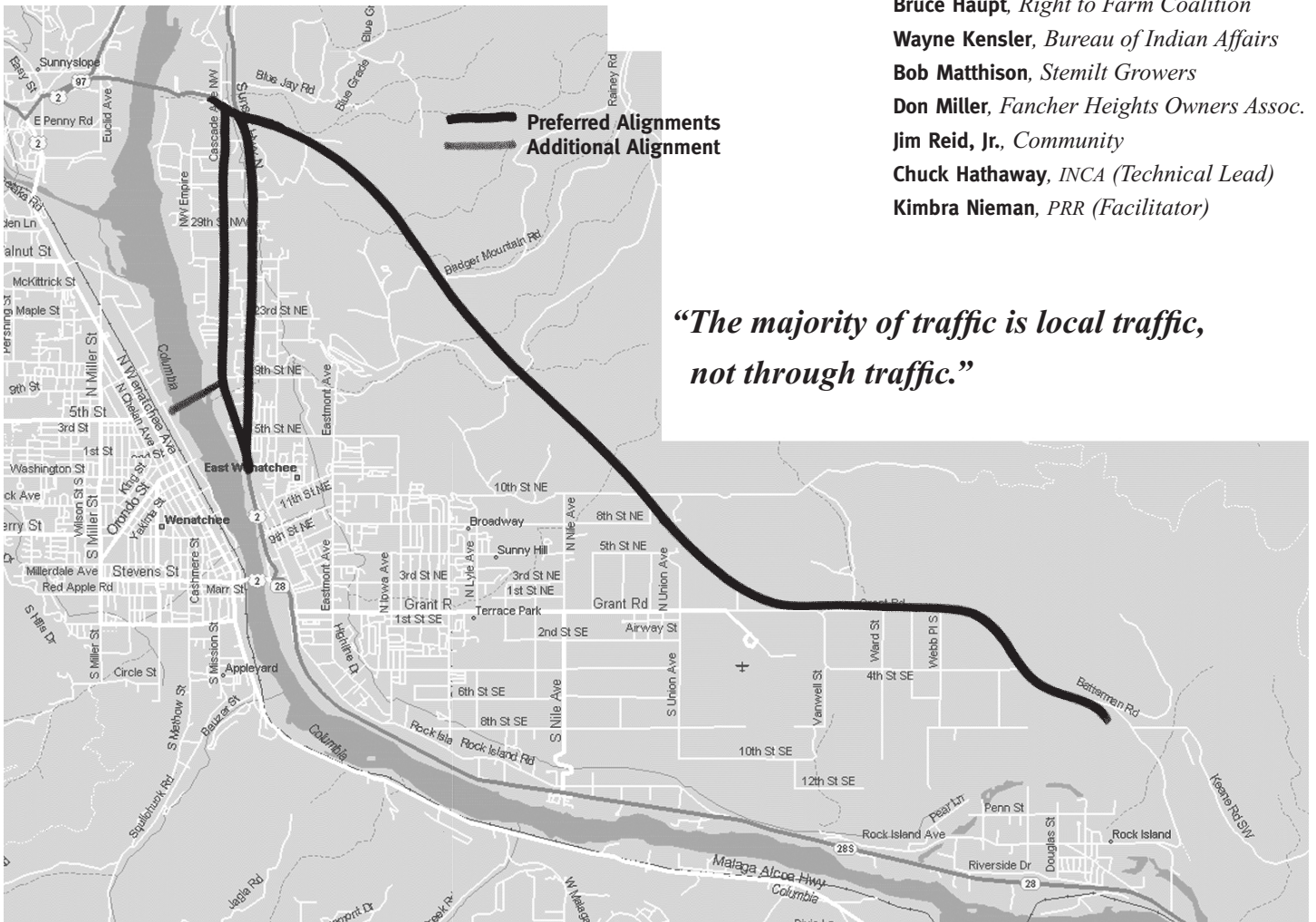
- Upper bench route (same as 1985 EIS) with an alternate southern end
- Combination of upper bench route with one of in-town routes below

- One-way couplets with Sunset Highway and Cascade Avenue
- Widening existing SR-28

- 3rd Bridge (possibly at 19th Street)

Wayne Barnhart, *Douglas Co. Fire District*
Claton Belmont, *WSDOT*
Jack Feil, *Save the Riverfront Committee*
Megan Hall, *Federal Highway Admin. (FHWA)*
Bruce Haupt, *Right to Farm Coalition*
Wayne Kensler, *Bureau of Indian Affairs*
Bob Matthison, *Stemilt Growers*
Don Miller, *Fancher Heights Owners Assoc.*
Jim Reid, Jr., *Community*
Chuck Hathaway, *INCA (Technical Lead)*
Kimbra Nieman, *PRR (Facilitator)*

“The majority of traffic is local traffic, not through traffic.”



YELLOW TEAM



The yellow team looked for solutions that factored in current needs, geographical constraints, and future growth areas.

COMMUNITY ASSETS

- Commercial: mall, business district, airport
- Hydro Park
- Triangle Park
- Riverfront trail
- Speedway
- Schools: Sterling, new junior high school, Cascade, Ken Roy
- Clovis Site
- Well at 19th

KEY DESTINATIONS

- Boat launch
- Mall
- Warehouses
- Costco
- Wenatchee (north and south bridges)
- Mission Ridge
- Convention Center
- Transit Center

BOTTLENECKS

- South bridge SR-28/SR-285
- Grant/SR-28
- Valley Mall Parkway
- 23rd/Sunset (school)
- North Bridge
- Apple traffic (morning to airport)

FUTURE GROWTH AREAS

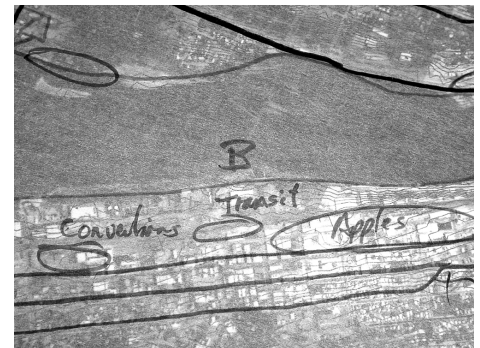
- SE of town to airport
- Riverfront: west of SR-28
- Baker Flats
- Fancher Heights

PRIORITY CRITERIA

- Provide a freight corridor
- Environmental impact
- Relieve congestion
- Enhance local connectivity

ADDITIONAL CRITERIA

- Adheres to local and regional transportation plans
- Cost
- Noise
- Visual Impacts
- Neighborhood impacts
- Safety
- Multi modal
- Public transit
- Cultural impacts
- Historical impacts
- Geotechnical impacts
- Business impacts
- Geometrics/design standards
- Local support



METHOD

The alignments were tested against these criteria using a weighted ranking system. Participants first rated criteria, then rated how well each alignment matched each criterion. Alignments were given a positive (+), negative (-), or neutral/needs more information (?) ranking. The alignment scores were multiplied by the criteria scores. The product of the criteria score times the alignment rating was added to create an aggregate score for each alignment.

PREFERRED ALIGNMENTS

Bench Route

- Lower bench bypass with Grant Road or Battermann Road as possible southern-end connectors.

In-town Route

- Improve existing SR-28 (limited access, bus pull-outs, turning lanes, bicycle lanes, elevated pedestrian crossings).

ADDITIONAL ALIGNMENTS

- Riverfront route east of existing well site
- Near town bypass



YELLOW TEAM

Michael Bendsten, *Community*

Bob Goodman, *City of East Wenatchee*

Dave Honsigner, *WSDOT*

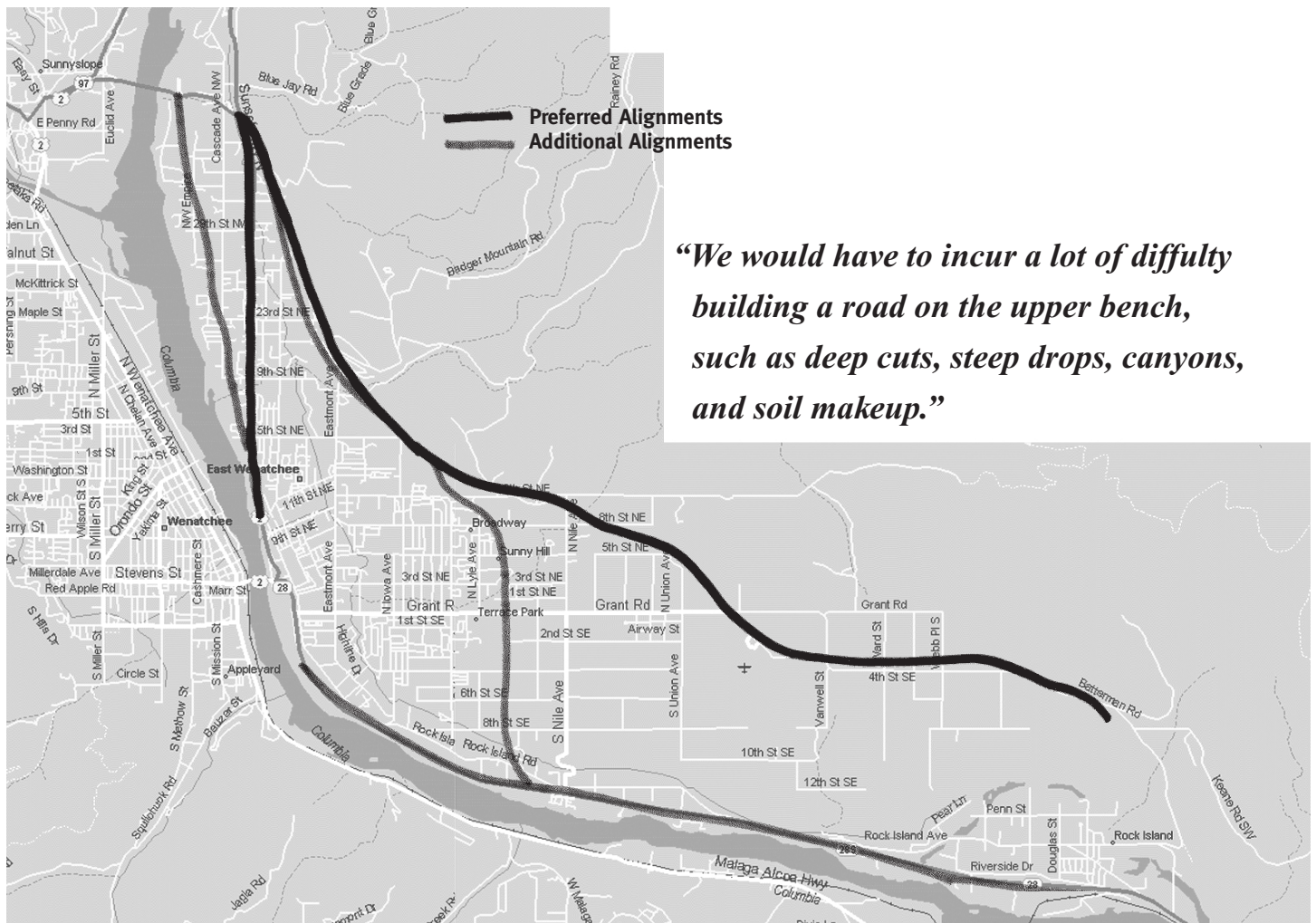
Nikki Johnson, *Community*

Todd Smith, *Bicycle Advisory Committee*

Arlen Washines, *Yakama Tribal Council*

Terry Mattson, *WSDOT (Technical Lead)*

Dan Patsula, *INCA (Facilitator)*



“We would have to incur a lot of difficulty building a road on the upper bench, such as deep cuts, steep drops, canyons, and soil makeup.”

BLUE TEAM



The blue team was focused on planning for a twenty-year horizon, keeping an eye to potential growth areas. The team felt the riverfront should not be considered a viable alternative and chose not to include it in its evaluation.

COMMUNITY ASSETS

- Airport & adjacent industrial zoning
- Parks along Columbia River trail
- Riverfront Loop Trail
- Schools including new junior high
- Grant Road: 4-lanes, high capacity arterial
- Golf courses
- Parks in town
- Central Business District
- Fancher Heights
- City Hall

KEY DESTINATIONS

- Central Business District
- Schools

BOTTLENECKS

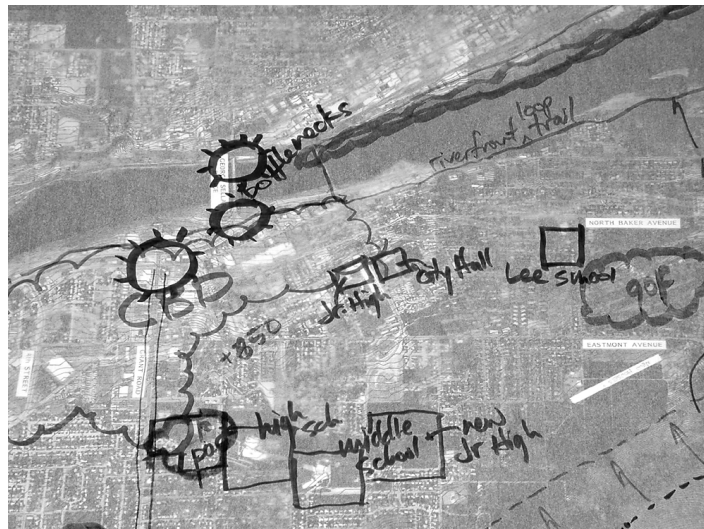
- Both sides of George Sellar Bridge
- Grant Road at SR-28

PRIORITY CRITERIA

- Improve safety
- Relieve congestion
- Improve freight mobility
- Reduce gas consumption
- Reduce air pollution
- Reduce delays in system
- Serves economic development
- Provides access to airport
- Meets long-term needs

ADDITIONAL CRITERIA

- Reasonable cost/benefit ratio
- Access to bridges
- Cultural impacts
- Community impacts
- Airport impact minimized
- Minimized public land impacts
- Maximize traffic flow
- Environmental impacts
- Reduce noise pollution



METHOD

Alignments were ranked using a numeric system with a ranking of one, two, or three. A ranking of one meant the alignment did not meet the criteria, two indicated a neutral effect, and three showed that the alignment met the stated criterion. Scores were added to create an aggregate total for each alternative. Alternatives were then compared against one another to determine the preferred alignments.

PREFERRED ALIGNMENTS

Bench Routes

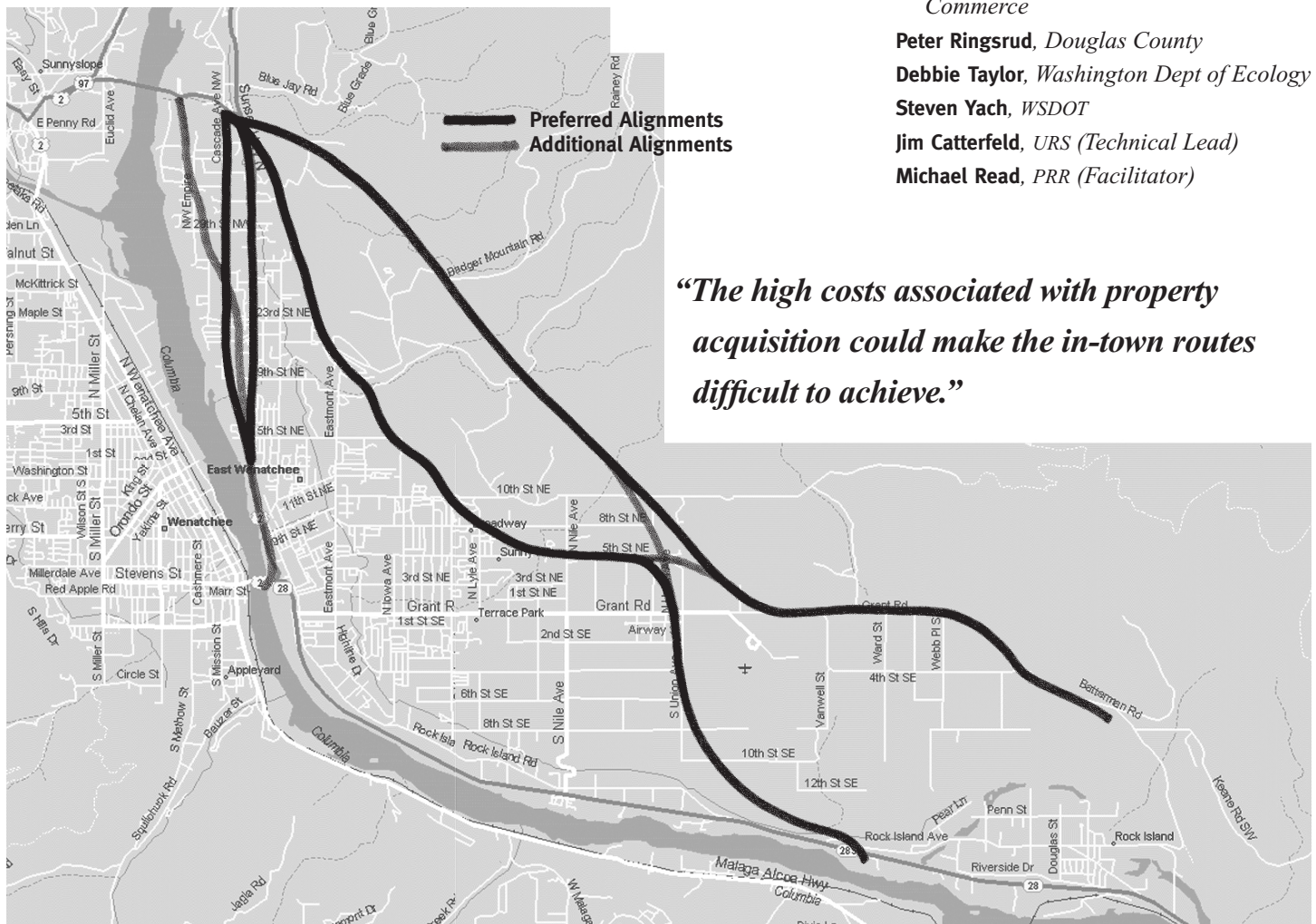
- Upper or lower bench route (slight preference for a lower bench)
- Combination of a lower and upper bench route

In-town Routes

- One-way couplets along Cascade and Sunset Highway
- Widening existing Sunset Highway

ADDITIONAL ALIGNMENTS

- One-way couplets: Sunset (northbound), Cascade (southbound)
- Widen SR-28 or build viaduct (depressed or raised)
- New roadway between riverfront and Sunset Highway
- Couplet: Cascade (northbound), new roadway between riverfront and Sunset Highway (southbound)

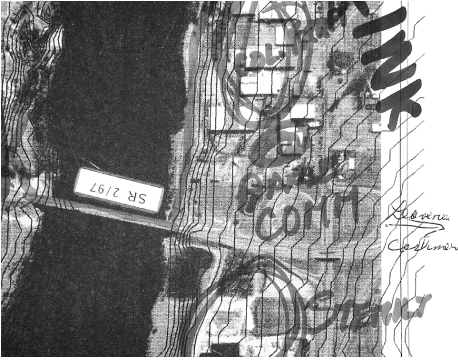


BLUE TEAM

Cliff Bates, *Save the Riverfront Committee*
Lynn Batterman, *Community*
Craig Larsen, *Wenatchee Valley Chamber of Commerce*

Peter Ringsrud, *Douglas County*
Debbie Taylor, *Washington Dept of Ecology*
Steven Yach, *WSDOT*
Jim Catterfeld, *URS (Technical Lead)*
Michael Read, *PRR (Facilitator)*

GREEN TEAM



Overall, the team placed a great emphasis on alignments that worked in harmony with the natural environment and protected the value of the rural area.

COMMUNITY ASSETS

- Rural character
- Wildlife and habitat
- Land characteristics: undeveloped, agricultural
- Schools
- Hospital & medical services
- Mall & retailers
- ALCOA and fruit growers
- Pedestrian and vehicular bridges
- Trail
- Center for Sustainable Agriculture
- Wenatchee Valley Community College
- Park districts
- Tree fruit research facility
- Natural environment
- Historic sites
- Riverside parks/Douglas County Park
- Columbia River
- Race track
- Gun club
- Two bridges across river
- Baker Flats

KEY DESTINATIONS

- Valley Mall
- Walla Walla Park and other parks
- Both East Wenatchee and Wenatchee
- Mission Ridge
- Zuinej
- Columbia Basin
- Leavenworth

BOTTLENECKS

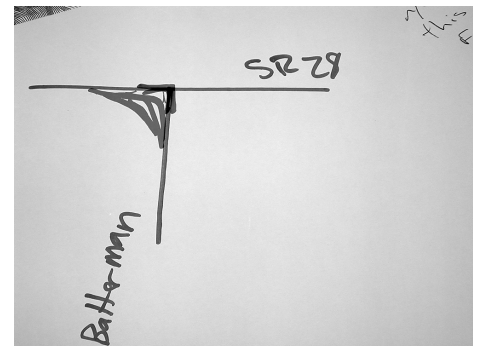
- South end of bridge (both sides): am/pm hours
- Grant Road and SR-28
- Eastmont
- Signal at 19th and SR-28, especially for trucks
- Cascade and SR-28
- SR-28 and SR-97 highways bonding
- Design of south bridge with side-walks and # lanes
- All turnouts with SR-28
- Blue Rocky Estates
- Fruit trucks trips across North Bridge
- Steep grade on 3rd and 4th between Costco and SR-28
- Schools using am/pm buses on SR-28

PRIORITY CRITERIA

- Improve safety
- Relieve congestion
- Protect rural character
- Improve freight mobility
- Protect agricultural lands
- Integrate natural environment

ADDITIONAL CRITERIA

- Cultural impacts
- Slope/grade
- Quality of life
- Water runoff
- Population
- Downtown congestion
- Neighborhood impacts
- Critical areas
- Open space
- Flow of traffic
- Enhance diversity
- Multi-modal
- Infill development
- Meets purpose
- Uses existing infrastructure





METHOD

Criteria were evaluated by assigning each with a ranking of +, -, or 0. A positive ranking (+) signaled that the alignment met the criteria (+), a neutral rating (0) showed the alignment had no impact based upon that criterion, and a negative rating (-) showed that the alignment did not meet the criterion.

PREFERRED ALIGNMENTS

In-town Routes

- Improve existing SR-28
- One-way couplets

ADDITIONAL ALIGNMENTS

- Upper Bench
- Nile Street: 19th Street connection to bench to take pressure off SR-28
- 27th Connect
- River Route
- New bridge at south end
- No Action

GREEN TEAM

Jayson Hills, *Douglas Co. Planning Comm.*

Lynda Pheasant, *North Baker Sunset*

Citizens for Responsible Transportation

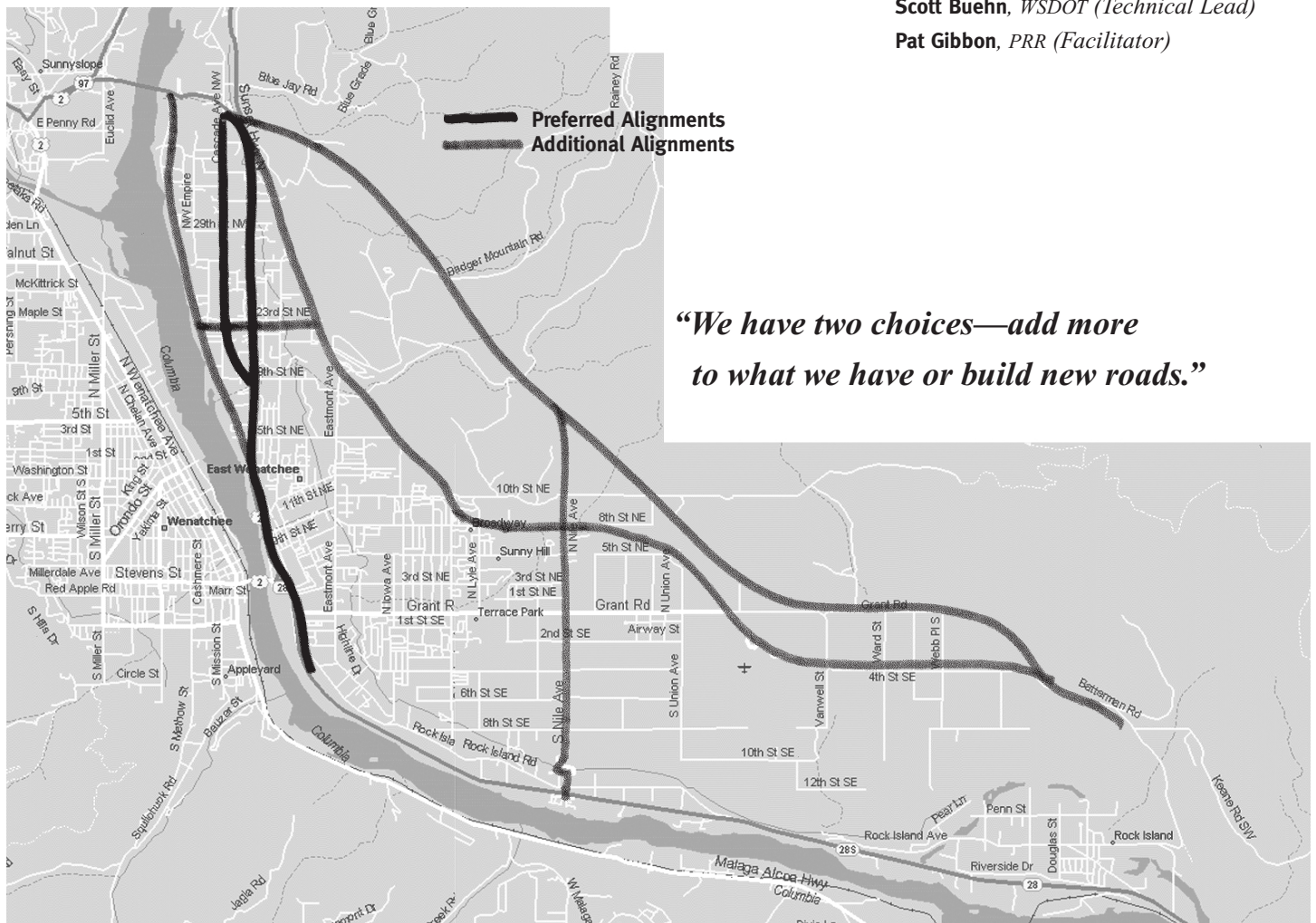
Elaine Somers, *Environmental Protection Agency*

Richard Thompsen, *Community*

Joel Voth, *WSDOT*

Scott Buehn, *WSDOT (Technical Lead)*

Pat Gibbon, *PRR (Facilitator)*



Comments

FOLLOWING TEAM PRESENTATIONS

“Using Cascade Avenue as part of a one-way couplet system is unacceptable—the negative impact to homes along Cascade Avenue is too great.”

“Conduct a cost/benefit analysis for a highway along the riverfront and a route west of Sunset Highway. A route west of Sunset would only serve to increase congestion, not decrease congestion.”

“Why is a riverfront roadway seen as having negative impacts when improving Cascade Avenue and Sunset Highway—selected by many teams as a preferred alignment—could potentially result in the destruction of many homes?”

“If a lower bench route is chosen, wells need to be protected in order to minimize environmental impacts.”

“The upper bench routes would have fewer environmental impacts.”



“Look at the existing right-of-way. Many people will take a ‘not in my backyard’ attitude when it comes to future right-of-way acquisition.”

“The problems on SR-28 are not seasonal. Traffic is heavy all day long. Entering SR-28 from side streets is very difficult.”

“The work teams looked at items that sometimes fall through the cracks. All of the teams were focused and looked at the problems in a positive manner.”

“Thank you for keeping me and other parties informed. It gives us all a chance to be heard—whether it is used or not.”

AFTER THE EVENT

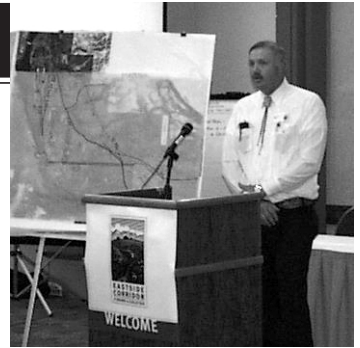
After the working session, a few of the members of the orange working team requested that the following two criteria be added to their teams list of priority criteria in the final workshop record:

1. the effect of an alternative on connectivity to the local county/city arterial and collector streets its impact on overall traffic circulation and
2. the impact and cost incurred by local traffic during any prolonged construction of any significant existing arterial.

Next Steps

While each of the five breakout groups came up with different solutions, together they clarified specific right of way, traffic, safety, and freight mobility information that needs to be gathered in order to determine what the best possible route. The information gathered will be used by the project team to refine and analyze the alternatives under consideration as the environmental process proceeds.

The stakeholder workshop is just one part of the Eastside Corridor project, a process that began with an introductory open house in March 2001. Two more open houses will be held, one on June 28, 2001, the other in August 2001. The comments gathered at these events will help to identify the range of alternatives and issues of concern that will require further analysis in the EIS. The end result of the Eastside Corridor EIS process is the selection of a preferred alternative and completion of preliminary design to the 30% level, which will allow for the development of final contract documents and construction of the proposed improvements.



Working Team Notes

Mapping Exercise

Community Assets

- ♦ Schools
- ♦ Undeveloped/underdeveloped land
- ♦ Columbia River Trail
- ♦ Airport
- ♦ Valley Mall
- ♦ Parks
- ♦ Golf Course
- ♦ Columbia Arterial
- ♦ Community wells
- ♦ City Hall and Library
- ♦ Regional water systems down empire
- ♦ Note: Stay away from riverfront right-of-way and trail

Identify Bottlenecks & When They Occur

- ♦ East interchange of Sellar Bridge 6:30 – 8am
- ♦ SR-28 and Grant Road intersection 6:30 – 8 am; 3:30 – 6pm; 11:30-1pm
- ♦ Ninth/Valley Mall/SR-28; 6:30-8am; 3:30 – pm; 11:30 – 1pm

Identify Key Destinations

- ♦ Valley Mall
- ♦ Work
- ♦ Costco
- ♦ Downtown core include county building
- ♦ North Bridge
- ♦ Fire Station
- ♦ Airport
- ♦ Hydro and Eastmont Park
- ♦ Schools
- ♦ City Hall
- ♦ Small satellite emergency services
- ♦ Fancher Heights
- ♦ Trail
- ♦ Race track
- ♦ Note: Must have bypass existing on SR-28

Alignments

- ♦ Columbia Arterial
- ♦ DOT right-of-way avoiding shoreline issues
- ♦ Bench is a different issue than SR-28 if it doesn't satisfy the purpose and need
 - Food industry would oppose

- Visual impacts
 - Highly erodable
 - Doesn't satisfy growth management
 - Could handle light traffic
- ♦ Improve existing SR-28 to three lane highway
 - Add lanes
 - Could potentially mean seven lanes
 - Acquire 500 ft. right-of-way
 - Could mean relocation
 - Possibly slow traffic
- ♦ Purchase access rights
- ♦ One way couplet

Rating Criteria (bold=highest priority)

- ♦ **Does the concept improve safety in the North-South corridor?**
- ♦ **Does the concept improve congestion in the North-South corridor?**
- ♦ **What is the cost?**
- ♦ **Does the concept provide an alternative thru-route?**
- ♦ **Does the concept maintain recreation?**
- ♦ Does the concept minimize social impacts?
- ♦ Does the concept provide a long-term solution
- ♦ Does the concept fall in the guidelines of the Growth Management Act
- ♦ Does the concept provide safe transportation for students, pedestrians and bikers?
- ♦ Does the concept minimize cultural impacts?
- ♦ What is the public opinion?
- ♦ Does the concept concur with wetland regulations?
- ♦ Does the concept have a stormwater run-off plan and flood control?
- ♦ What is the construction duration?
- ♦ What is the duration to construction?
- ♦ What sort of shoreline issues are there?

Evaluate Alignments (bold=highest priority)

- ♦ **DOT right-of-way with regards to the shoreline act**
- ♦ **Columbia Arterial**
- ♦ Improve the existing corridor SR-28

Red Group

Technical Lead: Chuck Hathaway

Facilitator: Kimbra Nieman

Mapping Exercise

Community Assets

- ♦ Fancher Heights-1000 homes minimum
- ♦ Race track (public)
- ♦ School (old runway area)
- ♦ Gun club (private)
- ♦ Two commercial establishments
- ♦ County park-Grand Avenue
- ♦ Pangborn Memorial Park
- ♦ Industrial parks
- ♦ Future cement plant
- ♦ Clovis sites
- ♦ Riverfront artifacts
- ♦ Batterman Road artifacts
- ♦ Valley View Cemetery
- ♦ Hamilton Cemetery
- ♦ Sewer treatment plant

Identify Bottlenecks & When They Occur

- ♦ Grant Road
- ♦ SR-28 bottlenecks occur working times, Friday after 12pm, am/pm school bus run
- ♦ Badger Mountain Road entrance to Fancher Heights on Saturday & Wednesday night race traffic, 7 pm – midnight
- ♦ Bridge at SR 2/97 on Friday nights and holidays
- ♦ Wenatchee Avenue bottlenecks
- ♦ 19th Street between Bridges, Odabashian to Grant Road
- ♦ Addition of lights and turn lanes on Sunset have helped decrease congestion and accidents (in fire department's perspective)

Identify Key Destinations

- ♦ Eastmont High School
- ♦ New junior high school
- ♦ Race track
- ♦ Pangborn Airport
- ♦ Costco, mall area
- ♦ Park-baseball field etc.
- ♦ Baker Flats Industrial Park

Rating Criteria(bold=highest priority)

- ♦ **Does the concept improve safety in the North-South corridor?**
- ♦ **Does the concept improve congestion in the North-South corridor?**
- ♦ **Does the concept improve freight mobility in the North-South corridor?**
- ♦ **Fewer stoplights to keep traffic flowing**

- ♦ **Does the concept negatively impact residential areas (displacement, access)?**
- ♦ **Does the concept minimize environmental and cultural impacts?**
- ♦ Less than 6% grade
- ♦ Does the concept take weather variance into account?
- ♦ Does the concept negatively impact businesses?
- ♦ Does the concept impact cultural resources (artifacts, Hamilton Cemetery, traditional use)?

Evaluate Alignments (bold=highest priority)

- ♦ **'85 Upper Bench with southern alternate**
- ♦ **Cascade/Sunset Couplet (Cascade southbound, Sunset northbound)**
- ♦ **Widen existing SR-28**
- ♦ **'85 Upper Bench along with either widening the existing SR-28 or '85 Upper Bench and Cascade Sunset Couplet**
- ♦ 3rd Bridge (possibly at 19th Street)

Miscellaneous Comments

- ♦ New fire station wanted
- ♦ Trucks use Sunset because Wenatchee side is too congested
- ♦ Need facilities for fruit/hauling. Prefer few stops and a flat or low grades. 3-4 % ideal, not more than 6%
- ♦ Add signals on SR-28 to let everyone know they will need to stop at a light ahead
- ♦ Fancher Heights traffic goes down to 23rd Street and 19th Street
- ♦ The majority of traffic is local traffic, not through traffic
- ♦ Eliminate mall access to bridge
- ♦ People on Sunset are already impacted negatively by traffic. It could be a positive impact if their home is bought when acquiring right of way.
- ♦ Consider weather variance on upper bench route (fog, snow, ice)
- ♦ Upper bench where crosses existing Sunset Highway-move alignment to north end and up Canyon Road for better grade.

Yellow Group

Technical Lead: Terry Mattson

Facilitator: Dan Patsula

Mapping Exercise

Community Assets

Commercial

- ♦ Mall
- ♦ Business District
- ♦ Airport

Parks & Recreational

- ♦ Hydro Park
- ♦ Triangle Park
- ♦ Riverfront trail
- ♦ Speedway

Schools

- ♦ Sterling
- ♦ New junior high school
- ♦ Cascade
- ♦ Ken Roy

Historical

- ♦ Clovis Site

Wells

- ♦ 19th

Identify Bottlenecks & When They Occur

- ♦ South bridge SR-28/SR-285
- ♦ Grant/SR-28
- ♦ Valley Mall Parkway
- ♦ 23rd/Sunset (school)
- ♦ North Bridge
- ♦ Apple traffic (morning to airport)

Identify Key Destinations

- ♦ Boat launch
- ♦ Mall
- ♦ Warehouses
- ♦ Costco
- ♦ Wenatchee (north and south bridges)
- ♦ Mission Ridge
- ♦ Convention Center
- ♦ Transit Center

Future Growth Areas:

- ♦ SE of town to airport
- ♦ Riverfront-west of SR-28
- ♦ Baker Flats
- ♦ Fancher Heights

Rating Criteria (bold=highest priority)

- ♦ **Freight corridor**
- ♦ **Environmental factors**
- ♦ **Ease congestion**
- ♦ **Local connectivity**
- ♦ Local Transportation plan
- ♦ Regional Transportation plan
- ♦ Cost
- ♦ Noise
- ♦ Visual Impacts
- ♦ Neighborhood impacts
- ♦ Safety
- ♦ Multi modal
- ♦ Public facilities
- ♦ Public transit
- ♦ Cultural aspects
- ♦ Historical
- ♦ Geotechnical impacts
- ♦ Business community
- ♦ Geometrics Design St.
- ♦ Local support

Evaluate Alignments (bold=highest priority)

- ♦ **Improve Existing Corridor**
 - Limit access
 - Provide uninterrupted steady flow
 - Turning lanes
 - Bike lanes
 - Bus pullouts
 - Elevated grade crossings
 - Pedestrian crossings (structure)
 - Encourage neighborhood business centers
 - Improve existing arterials
- ♦ **Lower Bench Bypass**
 - South to Grant Road/Batterman to Rock Island
 - Require new local arterial connections
- ♦ Riverfront
 - Existing right of way is 200 feet
 - East of existing well site
- ♦ Near town bypass

Mapping Exercise

Community Assets

- ♦ **Airport & Adjacent industrial zoning**
- ♦ **Parks along Columbia River trail**
- ♦ **Riverfront Loop Trail**
- ♦ **Schools including new junior high**
- ♦ **Grant Road - 4-lanes, high capacity arterial**
- ♦ **Golf courses**
- ♦ **Parks in town**
- ♦ **Central Business District**
- ♦ **Fancher Heights**
- ♦ **City Hall**

Identify Bottlenecks & When They Occur

- ♦ **Both sides of George Sellar Bridge**
- ♦ **Grant Road at SR-28**

Identify Key Destinations

- ♦ **Central Business District**
- ♦ **Schools**

Rating Criteria (bold=highest priority)

- ♦ **Safety N/S Corridor**
- ♦ **Congestion**
- ♦ **Freight mobility**
- ♦ **Reduce gas consumption and reduce air pollution**
- ♦ **Reduce delays in system**
- ♦ **Serves economic development**
- ♦ **Access to airport**
- ♦ **Meets long-term L/U & circulation needs**
- ♦ **Benefit/Cost reasonable**
- ♦ **Access to bridges**
- ♦ **Avoids cultural resources**
- ♦ **Minimized community disruption**
- ♦ **Airport impact minimized**
- ♦ **Minimized public land impacts**
- ♦ **Maximize traffic flow**
- ♦ **Environmental impacts minimized**
- ♦ **Reduce noise pollution**

Evaluate Alignments (bold=highest priority)

- ♦ **Alternative A: One-way couplets: Sunset (northbound), Cascade (southbound)**

- ♦ Alternative B: Widen SR-28 or build viaduct (depressed or raised)
- ♦ **Alternative C: Upper bench route**
- ♦ **Alternative C1: Upper bench route on south end and lower bench route on north end**
- ♦ **Alternative D: Lower bench route**
- ♦ **Alternative D1: lower bench route on north end and upper bench route on south end**
- ♦ Alternative E: New roadway between riverfront and Sunset Highway
- ♦ Alternative E1: Couplet: Cascade (northbound), new roadway between riverfront and Sunset Highway (southbound)
- ♦ Finish SR 28 South Bridge Ends
- ♦ Finish Wenatchee Couplet to Bridge
- ♦ Scope four lanes of SR-28 to 9th from below SR-28 South Bridge

Mapping Exercise

Community Assets

- ♦ Rural aspects of valley being lost
 - Dream to keep it a “rural” area, not just houses, need orchards, not pollution
- ♦ Characteristics of “rural”
 - Peoples of valley
 - Houses with lots of space for wildlife and habitat
- ♦ Where does future growth go
- ♦ Learn from Wenatchee’s problems
- ♦ Land
 - Undeveloped
 - Agricultural
- ♦ Five major businesses
 - Education
 - Hospital
 - Medical
 - Mall
 - ALCO/PUD and fruit have different needs and affects on the valley
- ♦ Three bridges across rivers
 - Pedestrian
 - Vehicular
- ♦ Trail between bridges
- ♦ Center for sustaining agriculture with WSU – Pullman
- ♦ Community College and agriculture
 - High tech and nursing schools
- ♦ Par districts
 - Chelan and Douglas Counties
- ♦ Tree fruit research facility/USDA
 - “International” growers come from all over the world (out of corridor site)
- ♦ Natural environment
 - “Hot spots”
 - Natural areas
 - ESA
 - Keep open space – natural habitat
 - Priority wildlife/species habitat
 - Wetlands/riparian
- ♦ Culture – historic sites
 - Grant Road
 - Near SR 2/97
- ♦ New commercial businesses
 - I.e. mall
- ♦ Riverside Parks/Douglas County Park
- ♦ River

- ♦ School/Community facilities
- ♦ Costco/mall/Toyota dealership
- ♦ Race track (cars) and gun club
- ♦ Two bridges across river
- ♦ Note: Parking Lot Issues
 - Four way stop at 9th VMP
 - People use it, so keep stop sign not traffic signals
 - Keep bench open
 - Bike and pedestrian routes downtown/residences (especially 4th street)
- ♦ Highway N/S corridor
- ♦ Link and Link plus (bus service)
- ♦ Fruit packing companies
- ♦ Industrial businesses
- ♦ Baker flats

Identify Bottlenecks & When They Occur

- ♦ South end of bridge (both sides); am/pm hours
- ♦ Grant Road and 28th
- ♦ East Mont
- ♦ 19th signal and 28th especially for trucks
- ♦ Cascade and 28th
- ♦ 2-28 and 97 highways bonding
- ♦ Design of South bridge with sidewalks and # lanes
- ♦ All turnouts with 28
- ♦ Blue rocky estates – off study area 65 + homes
- ♦ Fruit trucks trips across North Bridge
 - Do you need one at Cascade?
 - Leave it out steep grade
 - Grocery stores, i.e. Fred Meyer
- ♦ Steep Grade on 3rd/4th between Costco and SR-28
 - Especially emergency vehicles
- ♦ Schools using am/pm buses on SR-28
- ♦ Review origin/destination studies

Identify Key Destinations

- ♦ Mall
- ♦ Walla Walla Park and other parks
- ♦ Wenatchee's both East and Wenatchee
- ♦ Mission Ridge
- ♦ Zuinej
- ♦ Columbia Basin
 - Use of farming
- ♦ Valley/Leavenworth

Alignments

- ♦ Think about cause and effect of land use and see if it can affect transportation
 - Demand management (# of trips)
- ♦ Have traffic ‘flow’
 - Don’t want to start/stop every few miles,
 - Don’t need to access 28 at every point
- ♦ Too many possible signals on Mott
- ♦ Frontage road along SR-28 for residences
- ♦ Two choices
 - Add more to what we have
 - Build new
- ♦ Widen Grant Road where car dealerships are
- ♦ 27 must access
- ♦ Lyle street – 19th street connection and on bench as an arterial to take pressure off 28
- ♦ Major route 928th) see brown color map
- ♦ Couplet
 - One way traffic at 19th
 - One on Cascade and one on _____
 - Four lane other
 - Problems still have N and S edges
- ♦ New bridge at South end
- ♦ SR – 28 and Batterman access

Rating Criteria(bold=highest priority)

- ♦ **Safety**
- ♦ **Congestion**
- ♦ **Protect rural character**
- ♦ **Freight/mobility**
- ♦ **Protect agricultural lands**
- ♦ **Integrate Natural environment**
 - **Habitat loss/fragment**
 - **TEAS**
 - **Water/air quality/stormwater**
 - **Aquatic habitat**
 - **Critical areas**
 - **Unstable slopes**
 - **Tribal trust responsibility**
- ♦ Cultural
- ♦ Slope/Grade
- ♦ Quality of Life
- ♦ Water runoff
- ♦ Number of people
- ♦ Downtown congestion
- ♦ Dividing neighborhood
- ♦ T/ESM state/Fed
- ♦ Critical areas

- ♦ Open space
- ♦ Flow of traffic
- ♦ Modal – enhance diversity
- ♦ Infill development
- ♦ Meets purpose
- ♦ Use existing infrastructure

Evaluate Alignments (bold=highest priority)

- ♦ **Sunset**
- ♦ **Couplets**
- ♦ Upper Branch
- ♦ Lyle Connect
- ♦ 27th Connect
- ♦ River Route
- ♦ South Bridge
- ♦ No Action

